



Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom

IT IS SURPRISING
HOW TORIC LENSES
CLEAR YOUR VISION
AND ENHANCE
YOUR PERSONAL
APPEARANCE.
N. LAZARUS,
Optician,
12, Queen's Road C.

No. 20,194 號四十九百一零萬二第 日九廿月元年亥癸 HONGKONG, FRIDAY, MARCH 16TH, 1923. 五拜禮 號六十月三年二十國民華中 PRICE, \$3 PER MONTH

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LIMITED.

TIME-TABLE.

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EINSTEIN SIMPLIFIED.

PROFESSOR'S DEMONSTRATION TO
CHILDREN.

A simple experiment to illustrate Einstein's theory of the bent ray was used by Professor H. H. Turner in a lecture to children. Describing the experiment the *Daily News* says:—

In the darkened hall a brilliant ray was directed into one end of a tank of water. At a spot exactly opposite, at the other end of the tank, was a plugged hole. The plug being taken out, the water poured forth in a jet. But the light which escaped at the same time, instead of shining in a direct beam through the hole, was bent downwards by the jet—“imprisoned” in it—as the professor described it, and thus it illuminated the bottom of a bath some distance beneath, into which the jet of water fell.

The jet light followed the same curve as the jet of water. It was mixed, with it inseparably, and if at any point the lecturer interrupted the falling jet of water, a dazzling star of light would shine at the point of interruption.

This experiment was in itself a subtle way of instilling in the children's mind the great modern idea associated with the name of Einstein regarding the deflection of light.

Everyone knows how hard a task it is for the professors to bring even a glimmering of the Einstein theory into the minds of average grown-ups. It might have been thought that even the stoutest professional heart would have quailed at the thought of murmuring the name of Einstein to an audience mainly composed of youngsters.

But Professor Turner cheerfully essayed the task, and as Einstein for babies is a matter of general interest, the following was his manner of explaining it:—

“It was not until Einstein came that Newton's Law of Gravitation was questioned, but we now see very considerable reasons for questioning it.”

A SOLAR CONCERT.

“Newton took no account of time in his theory—only the fact that light took time to travel was barely realized in his day. “But think what a difference this question of time makes! A conductor with a very large chorus and an orchestra would find it hard indeed to get them to sing in time. On New Year's night there was a large crowd round St. Paul's trying to sing ‘And Lang Syne’ together in time, but if the crowd was of considerable dimensions it would have been practically impossible for them to have done so. Why? Because sound—takes time to travel.”

“Yet think of the time the light of the stars takes to travel! In the case of our own sun it takes eight minutes to reach us and four hours to reach Neptune.”

“Even if a concert-hall were large enough to accommodate the concert platform, and the sun represented the concert platform, the people in the front row would have gone home and retired to bed before the people at the back would have heard the beginning of a concert.”

“Curiously enough, the law of gravity does not seem to want correction for the most distant bodies. You might think that since the correction is due to the time of travel it would be the bodies farthest away that would be most in need of it. But it is the bodies nearest to us that are most affected. This is because the bodies far away are moving very slowly, while those nearest to us are moving very quickly. It is as if the conductor of a choir had persuaded the distant parts of the choir to sing slowly and steadily so that he might be able to deal with those in front who were singing very quickly.”

“He could leave slow old Neptune and Uranus to attend to the swift tune of little dancing Mercury. It is the Mercury of our system that needs correction, not the distant planets.”

“Einstein predicted that the light from the stars would be bent in passing the sun, and the total eclipse of 1919 proved this.”

RACIAL DISTINCTIONS
IN INDIA.

CRIMINAL LAW CHANGES.

The Report of the Racial Distinctions Removal Committee of the Indian Legislature is published, together with the Government Bill to give effect to the recommendations, subject to certain changes.

The restrictions on the jurisdiction over European British subjects of Courts (other than High Courts), outside the three Presidency towns are to be removed or greatly modified. Rights of appeal are to be equalized. Any First-Class Magistrate, whatever his nationality, is to have jurisdiction over Europeans, and Second and Third Class Magistrates are to have jurisdiction in minor cases. The Sessions Courts (of which there is at least one for each revenue district) are to have the same full jurisdiction in respect to serious crimes when the accused is a European as when he is an Indian.

In cases involving racial considerations the accused before a magistrate on a serious charge is to have the right of demanding trial in the Sessions Court by a jury of whom not less than half shall be of his own nationality or in less serious cases of trial before two First-Class Magistrates, one a European and the other an Indian. In all racial cases tried by jury there is to be the right of appeal on the facts as well as on points of law.

The Bill represents a compromise between the wish of the European community and the absolute equality desired by the politically-minded Indian.

TWO CURRENTS IN
GERMANY.LABOUR'S FEAR OF A
CATASTROPHE.

The Berlin correspondent of *The Observer* recently wrote the following interesting review of the attitude of the public in Germany towards the measure, by the French in the Ruhr:—

The Ruhr question has now reached a point, in the German opinion, where both parties have played their trump cards, and the game is at a complete standstill. The new developments occur. The remarkable thing is that here reasons why France must lose are the only ones allowed to be mentioned openly. France's credit is more interest than Germany's currency, and speculation has taken on a new aspect on the Berlin Bourse, where gambling in francs goes on against pounds sterling.

The truth of the present entirely unsatisfactory situation to-day in Berlin is that Germany is once more under a complete regime of Nationalist opinion. Feeling against France is acutely bitter, though the noisy songs of the cabarets and the theatrical demonstrations of the streets are of little significance compared with the fears felt for any man who dare proclaim openly that the time has come for negotiations with Paris. Chancellor Cuno is believed to be waiting for higher prices and the greater misery of the greater number before making advances, which would mean both resignation on his part and a dangerous state of things for the country. But the Foreign Minister, Baron von Rosenberg, and the welfare Minister, Herr Becker, are earnest in their resistance, and Herr Becker carries the whole weight of the industrialists of the Ruhr with him, and has, consequently, more influence in the Government than Cuno, Herms, and Ebert put together.

The proof this week that Germany's passive policy towards the West is balanced by an active policy towards the East is Baron von Rosenberg's ratification of the Rapallo Treaty, a fact which came as something of a bombshell to the country in general. The name of Baron Maltzahn, who is intimately connected with this Treaty, crops up more and more frequently of late as Secretary of State. His Russian sympathies are bearing fruit in the direction most desired by the Soviet Embassy.

Labour is convinced to a man that the Ruhr tactics must end in catastrophe for Germany, meaning nothing less than disintegration when the real truth of what a coal shortage means dawn on the populace at last. It seems quite probable at present that the Press is obliged to follow the policy pursued during the war and to acclaim that victory is complete over the enemy until the actual day of defeat and revolution. The struggle between patriotism and common sense is terrible. Whether Labour sees too blackly only the future can tell. By resistance all Germans certainly feel that they have gained in moral prestige, but most own that, sorely tried as they feel, warlike thoughts are of little avail between adversaries who are as well matched as an elephant and a meerkat. All have a common-sense desire to end the present suspense.

The slight hopes raised by the Lausanne interlude, and the prospect of an open breach between France and England, and consequently of active British intervention in the Ruhr, have been damped very swiftly by what is called here Mr. Bonar Law's apathy.

It is interesting to note that considerable suspicion attaches to the personality of Herr Stinnes at present, whose Press teams with the most vituperative anti-French epithets, but whose personal silence is taken to mean an intention to urge the capitalists to co-operate peacefully as soon as he thinks the time is ripe.

A LONDON TRAFFIC CENSUS

HYDE PARK CORNER THE BUSIEST
CENTRE.

The last census of London street traffic taken by the police this summer, shows some amazing figures and also some unexpected results, observes *Everyday Science*.

The busiest spot in London is usually supposed to be the crossing at the Mansion House, on which seven roads converge, but in this census it only comes fourth. The busiest centre in London is Hyde Park Corner. Here in twelve hours, 51,000 vehicles passed or more than 78 a minute for the whole period. Next comes Piccadilly Circus with 40,000 vehicles, Trafalgar Square with 38,000, the Mansion House with 30,000, and the Elephant and Castle with 26,000. Close on 200,000 vehicles were counted in the twelve hours at those five points. These “circuses” and converging points, consequences of the fact that London “grows” like Topsy, instead of being laid out like modern Paris or New York, add enormously to the attractiveness and interest of the city, but they would break the heart of any other traffic controller than the London police. Six roads, four of them omnibus routes, meet at Hyde Park Corner, eight (six bus routes) at Piccadilly Circus, seven (four bus routes) at Trafalgar Square, and of the seven at the Mansion House six are bus routes. Still streets laid out at right angles do not eliminate the traffic problem, and there is far more blocking and delay at one or two New York cross roads than at any London “circus.”

At a conference on the relations between scientific research and practical fishery problems which concluded in London, last month, it was stated that “insulin,” the new Canadian remedy for diabetes, could now be extracted from fish.

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SCOTTISH LETTER. ROYALTY AND RUGGER INTERNATIONAL

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, February 7th.
 H.R.H. the Duke of York has intimated his intention of being present at the International Rugby Match, Scotland v. England, to be played at Inverleith, Edinburgh, on Saturday, March 17th. The members of the Royal family have been long interested in rugby football, and His Majesty the King or his sons to be present at Twickenham on the occasion of international engagements. It will be the first occasion, however, on which a member of the Royal House has been present at Inverleith. A week ago the Duke of York honoured the sister game of Association in Scotland by attending the cup tie match at Hampden Park, Glasgow.

On being created a Viscount, Lord Leithelm adopted the territorial title of Viscount Leithelm of the Western Isles. At once a storm of protest was raised by the Highland Societies and Associations against the adoption of this historic title, which they regarded as an "outrage on Scottish sentiment." Mr. Bonar Law was approached, and his reply was that it was now too late to intervene. It has also been pointed out that if objection can be made that Lord Leithelm's description of himself as Lord "of the Western Isles" infringes in any way the old historic title of "Lord of the Isles" the person most entitled to do so is the Prince of Wales, who includes the latter among his numerous territorial designations.

Scrape the surface off a Highlander—even a Radical Highlander—and you come upon a man of aristocratic sentiments, pride, and traditions. That is nothing to be regretted. The world is made up of all sorts of people, and a dash of Highland pride and prejudice adds piquancy to an age which is too much given to grovelling after pence. Scotland would be a dull and dreary place without its Highland sentiment. It is at bottom a working and healthy sentiment. There is nothing to object to in the protest made by Highland Societies against the assumption by an English merchant of an ancient title, which has always been regarded as one of the most glorious in the annals of the Scottish Highlands. No blame is to be attached to the present bearer of the title; and Englishmen may be excused for ignorance of Scottish sentiment, but as was said at a meeting of the Gaelic Society of Inverness, it seems preposterous that the Herald of the London should have the power to decide these matters for Scotland. There are times and occasions when English officialdom acts with the crudest stupidity, without any knowledge of or caring for the deepest feelings of other people. And this is a flagrant case in point.

VESSELS FOR THE EASTERN TRADE.
 The Caledonian Shipbuilding and Engineering Co. (Ltd.), Dundee, have launched from Stannergate Shipyard the twin screw motor vessel *Tandanus*, the first of this type to be built for Messrs. Alfred Holt & Co., Liverpool, for their Eastern trade. The dimensions of the vessel are: Length, 477 ft.; breadth, moulded, 58 ft.; depth to upper deck, 35 ft. 3 in.; gross tonnage about 8,000. The propelling machinery consists of two sets of eight cylinder four cycle single acting Diesel engines, each indicating 3,000 h.p., which will be capable of driving the ship at a sea speed of about 14 knots.

Another vessel was launched for Messrs. Holt for their monthly service to the Straits, China, and Japan. It was built by Messrs. Cammell Laird & Co., Birkenhead, and is a single reduction twin-screw geared turbine steamer, called the *Sarpedon*, 11,400 tons gross. The vessel, which will have a speed of 15 knots, will carry only first class passengers. There will be accommodation for 155 of these, all above the upper deck. The propelling machinery will consist of turbines of the impulse type, developing a combined shaft horsepower of 7,500 on ordinary service, and connected by means of flexible expansion couplings to pinions arranged to drive common gear wheels on the main shafting.

THE B. AND A. DOES NOT ADVERTISE.

The Dunlop Company have received the reply from St. Andrews which they desired. The Championship Committee is "absolutely opposed to any Championship being initiated or carried out by a business firm." It will be generally acknowledged that their attitude is a sound one. In the past the word "championship" has been very much abused, and it was easy to guess that its use by any business firm for a project with such a high-sounding title would never have the sanction of St. Andrews. The Dunlop Company should now take to heart the advice which has been tendered from many quarters to promote an open tournament on a date as far removed from the crowded weeks of May and June as to spread the interest of big competitive golf over a greater part of the year.

THE BOXER INDEMNITY.

The announcement that Great Britain has decided to devote her share of the Boxer Indemnity to objects mutually beneficial to both countries may have an important bearing on mission work in China, (says "The Missionary Record" of the United Free Church of Scotland). The sum involved is about £1,000,000, spread over the next 23 years, and the British view is that it should be spent mainly on the education of the Chinese as the best means of forwarding the social and economic progress of the country. China requires well-trained leaders in every department of life, and it is believed that the money could not

be put to better use than by turning out men of skill and culture. As the missionary agencies have been doing that for many years they ought to have a strong claim on the fund for assistance in their work, especially as they suffered so considerably in the Boxer rising.

SCOTTISH MISSIONS IN INDIA.

A missionary campaign is being carried on in Scotland, and during the present week there is the centenary celebration of Scottish missions to India. A leading part is taken by the Rev. Dr. D. MacKintosh, Bombay, and the Rev. Dr. A. B. Wann of Calcutta, assisted by about one hundred missionaries from all parts of the world.

THREE AND LISMORE FOR SALE.

The Duke of Argyll has instructed Messrs. Knight, Frank, & Rutley to offer the Island of Three, with its 21,400 acres, by auction, at the same time as his other Scottish island properties, the Island of Lismore estate, and also Benmore Forest, in the Isle of Mull. The latter extends to 27,934 acres, and in addition to six farms, there are residences. The Island of Lismore estate comprises some 2,324 acres of the Southern portion of Lismore, and besides the residence there are six grazing farms.

MARRIAGE.

At Burlington House, Glasgow, on January 31st, by the Right Rev. Dr. John Smith, Moderator of the General Assembly of the Church of Scotland, Andrew Henderson, eldest son of the late John Burnett Jack and Mrs. Jack of Shanghai, to Gertrude Ashton, daughter of A. M. Young, and niece of Mr. and Mrs. John S. Anderson, 418 Dumbarton Road, Glasgow.

THE GOLF CODE A CENTURY AGO.

The rules of the Burgh Island Golf Club, instituted more than a hundred years ago, afford some interesting reading. Rule 1, which states that the uniform of the club shall be a scarlet coat, reminds us of an old fashion which has almost entirely disappeared. Next we are struck by the rigour and simplicity of the old days. Rule IV. runs:—"You are not to remove stones, bones, or any break-clubs in order to play your ball upon the fair green, where you may remove all obstructions within two club lengths; if a ball stick fast in the ground, it may be loosened in its bed, but not lifted." The proof of the lie was in the playing of it, as is indicated by Rule V. It stipulated that "when a ball lies in sand, mud, or amongst rubbish, no obstruction shall be removed; but in cases where the ball is so placed that the player finds he cannot play it, it shall be in the power of his adversary to play it. He failing or refusing to do so, the player may lift his ball, play from behind the hazard, losing a stroke." Our old friend stymie, whose tradition has never been in doubt, has the dignity of Rule VIII. It itself in these terms:—"When the balls lie within six inches of each other, the ball nearest the hole to be lifted until the other is played."

SCOTS SONGS IN THE AFRICA.

One of our Scottish missionaries home on furlough came from Central Africa by way of Monrovia and the Nile to Suva. In the course of his journey he had to travel down the headwaters of the Nile by rowing boat, as the river was too low for the regular vessels. His Sudanese "boys" were great singers, and beguiled the tedium of the journey by a varied repertoire, some of the items resembling Highland airs. Indeed he set himself to the task of committing them to paper, and got the music all right, but the words, even for a competent linguist, sadly puzzled him, being a mosaic, as he imagined, of African and gibberish. Then at Suva, he solved the mystery. A traveller had been dwelling alone near Lake Albert, his only English speaking companion a gramophone and at night the curious natives had squatted outside his hut, listening to the white man's music, till they got it, as best they could, by heart. The songs proved to be Harry Lauder's love ditties. Another boat song of their ditty had a haunting refrain, which troubled him by its incomprehensibility, as it ended always on the words "Mbalowanj! Seimoo-o-da." The first word means "saying," but what were they saying? Then it dawned on him. The song was a satire on the average travelling tourist, whose oft repeated order to his boy they were familiar with—"Whisky and soda."

POLICE CONSTABLES CONSCIENCE

LAW-BREAKER SUMMONS HIMSELF.

CHERTSEY, Thursday.
 "Superintendent," said Constable Rose, saluting, "my chimney is on fire."
 "Is that so?" said the chief. "Help yourself to a summons."
 Constable Rose dealt himself a bludge from the top of the pack. He took it in his right hand, passed it to his left hand, and put it in the pocket of Mr. Rose, householder, of Liberty-lane, Adlestree, who "registered" indignant surprise.

Mr. Rose appeared in the dock at Chertsey, last month. The clerk called for evidence and Constable Rose appeared in the witness-box and denounced his other self for not keeping his chimney clean.

"Your worship," said he, "I saw smoke and sparks coming from defendant's chimney, and I served the summons on defendant. I found that the soot had settled on the ledges of the chimney after the sweep had done his work."

Mr. Rose was fined half-a-crown, and Constable Rose was credited with the conviction.

INDIAN SHIPPING. PROJECTED LEGISLATION.

Mr. Sahagiri Aker is shortly to introduce in the Legislative Assembly of India a Bill to provide for the abolition of the deferred rebate system as practised by Shipping companies and for the fixation of maximum and minimum rates of freight.

In a letter explaining the Bill, Mr. Aker says that attempts hitherto made to run Indian steamship companies have, in the main, failed owing to, among other reasons, the deferred rebate system. The payment of rebates is deferred in order that the shipper may be compelled to ship his cargo all throughout the year to the boats of a particular company. What happens is this, at the time of the first consignment, the company undertakes to pay back a portion of the freight charged if the shipper continues to ship his goods consistently all the year through by the steamers of the particular company and not to send any of his shipments by the steamers of any other company. If there is any infraction of this agreement the shipper loses the rebate. Thus he is obliged to ship his goods through the company for a particular period, however much he may desire to make his shipments through another company. In this way while old established companies secure customers, new companies find it impossible to compete with them. The necessity for fixing the maximum and minimum rates of freight is thus, he says, apparent. Those that have followed the course of events in this behalf would have noticed that it is the usual practice with some powerful concerns to lower the rates as soon as they find that a new venture has been launched. The new company, which cannot be expected to have accumulated profits at its back, finds it impossible to bring down its rates, or if it does, it finds that the existing companies with large reserves pulled up during the period of monopoly further reduce the rates until the new company is starved out of existence. Upon the disappearance of the new venture the old monopolistic company resumes its previous system of charging high rates of freight and thus more than makes up the losses sustained during the period of freight war. Such temporary rate-cutting, moreover, dislocates trade while it lasts and when it ends, the shipper has to pay rates of freight higher than those prevailing at the beginning of the freight war. This has happened at Calcutta, Madras and Bombay. Those that have had a long supremacy in the waters resort to the old rates of freight as soon as they have killed the new concerns. Such practices have in the past rendered it impossible for Indians to start new shipping companies in their own country. The dream of an Indian Mercantile Marine can never be realised as long as such unfair attacks upon new Indian concerns are not declared illegal. In the United States of America partly to circumvent the evil effects of combination attempted by some Home companies partly to frustrate the attempts of foreign companies, to get the better of the local companies, laws similar to the one he is introducing have been enacted. In other countries also, similar measures have been passed.

WHAT SUGAR MEANS TO JAVA

Speaking about Java recently, Dr. H. C. Prinsse Geerlings said:—

In Java, from 160,000 hectares which is planted yearly, there is won 180,000 metric tons of sugar or a little more than half the amount which British India produces—and that from but one-sixth of the British Indian area. Moreover, the sugar is a good crystallised product whilst that of British India consists for a large part of syrup.

In British India we saw dirtiness, laxity and sloth, in Java intensive and scientific labour carried through to the smallest detail all over the whole field of the sugar industry.

It is not a question of native production, but the whole industry is in Western hands; it is governed by purely western ideas and continual traffic with Holland ensures that it remains at standard. No effort is lost in finding more profitable methods, both in the field and factory, in the administration and in buying and selling.

Whilst the natives of Java obtain a harvest of 80 million dry paddy from 2,800,000 hectares of rice-fields, the million piculs of sugar; the whole paddy harvest has about the same monetary value as the sugar which is won from only 5 per cent of the rice-growing area.

Yet instead of appreciating such efforts, propaganda is made against the sugar industry, which is accused of draining Java of wealth—whereas we only take away sugar, that is a wind, rain and sunshine. If no sugar was grown it would only be possible to win another 4 to 5 million piculs of paddy, and that certainly would not make Java richer, apart from the indirect advantages, to the native, of the sugar industry.

BURNS'S FARM FOR NATION.

At the annual dinner of the Edinburgh Burns Club the Rev. Dr. Wallace Williamson intimated that the farm of Ellisland, where Burns once lived, was purchased by the late Mr. George Williamson, an Edinburgh merchant, shortly before his death, and he had left instructions that it was to be handed over to the Burgh of Dumfries. It was to be the property of the nation and to remain for ever in the national possession as a centre for Burns interests.

SPORT. LAWN TENNIS.

ANNUAL TOURNAMENT OPENED.

The annual lawn tennis tournament organised by the Hongkong Cricket Club to be played on the Club ground has opened and the following are the results to date:—

OPEN CHAMPIONSHIP DOUBLES (first round).—E. R. S. Dods and A. B. Raworth beat G. H. Hayers and the Rev. C. Howard, 7-5, 6-1, 6-1.

OPEN CHAMPIONSHIP SINGLES (first round).—A. Eveleigh beat Horace Lo, 6-3, 6-1, 7-5; C. Ramjahn beat C. Willson, 6-3, 6-4, 4-6, 8-6.

HANDICAP SINGLES "A" (first round).—C. Willson (12/6) beat T. G. Bennett (14/8), 2-6, 6-4, 6-3.

HANDICAP SINGLES "B" (first round).—B. Crowley (1-15) beat G. E. Elamu (scr.), 4-6, 6-4, 6-3.

HANDICAP DOUBLES (first round).—C. Willson and A. G. M. Fletcher (11/6) beat W. B. Cornaby and C. M. Wilson (14/8), 6-1, 2-6, 6-1; R. M. Smith and T. G. Bennett (13/8), 6-2, 6-3; L. Foster and T. H. King (scr.) beat W. B. Roberts and Hayes (3-6), 6-4, 5-6; F. A. Dinadale and E. C. Hagen (4-6) beat C. Biker and A. L. Grace (14/8), 8-6, 7-5; R. E. Worthington and H. E. Grace (15-4) beat E. Grimbale and L. Nelson (scr.), 6-4, 6-1.

TO-DAY'S MATCHES.

MIXED DOUBLES.—C. Willson and Mrs. E. J. R. Mitchell v. J. R. Lloyd and Mrs. Lloyd; H. E. Grace and Miss Duff v. C. Lambert and Mrs. Tarrant.

OPEN SINGLES.—A. E. Dume v. V. Yvanovich; Thomas Lay v. F. A. Redmond; N. Trambitsky v. Yew Man Tsun.

HANDICAP SINGLES "A".—T. H. King (15) v. C. Stark (15.3).

OPEN DOUBLES.—W. B. Roberts and R. E. Lindell v. E. de Souza and F. Prata; D. G. G. Neish and G. P. Menzies v. W. G. Kennear and W. Fraser.

FOOTBALL.

HONGKONG LEAGUE TABLES TO DATE.

Division I.					
	P.	W.	L.	D.	PTS.
King's Regt.	17	13	2	3	27
Kowloon	17	9	5	3	21
Amoy	16	10	6	0	20
H.K. Club	17	7	7	3	17
Tamar	17	6	8	5	17
Hawkins	14	5	4	5	15
Titanic	15	6	6	3	15
South China	15	5	6	4	14
R.G.A.	15	3	8	4	10
Durban	15	2	8	5	10
Police	14	0	8	6	6

Division II.					
	P.	W.	L.	D.	PTS.
King's Regt.	15	14	1	0	28
Hawkins	15	13	2	0	26
South China B	14	8	3	3	21
United	15	8	4	3	19
St. Joseph's	11	8	3	0	16
Marathon	13	7	4	2	16
South China A	15	6	5	4	16
Titanic	13	6	4	3	15
University	13	6	5	2	14
R.G.A.	14	6	6	2	14
Kowloon	15	5	7	3	13
Durban	14	4	9	1	9
Amoy	14	4	10	0	8
Wardens	13	3	12	0	6
Auxiliaries	15	1	13	1	3
Police	15	1	14	0	2

KOWLOON v. R.G.A.

The following have been selected to represent the Kowloon F.C. in their 1st division League match v. the R.G.A. at Kowloon on Saturday:—Woodman, Wheeler and Knight; Morrison, McKelvie and Pascoe; Otero, Hall, Scully, Duncan and Mitson. Reserves: Balje and G. Duncan.

CRICKET.

K.C.C. 1st XI. v. INFANTRY C.C.

The League match will be played at Kowloon to-day, at 2.15 p.m. The following will represent the K.C.C.—J. P. Robinson, Capt. E. G. Spinks, E. F. Spinks, C. A. V. Hall, E. Jox, C. Dance, J. C. Fletcher, B. Petheram, H. W. Benson, R. E. Lindell and H. Overy.

Speaking at the National Assembly of the Church of England on February 2nd on a motion by the Bishop of London for the establishment of a social and industrial committee, Lord Esch, Cest viewed with suspicion the desire of the Bishop of London to get the Church of England behind him for all sorts of purposes, and warned the assembly against the growth of a new form of priestcraft.

IRRITATED & INFLAMED EYE

can be directly traced in many cases to the Sunday Motor trip and Golfing. The dust from sections of the local roads contain a decided eye-irritant. A suggestion for these trips would be to keep the windshield up and to use a pair of Sun glasses. Sun glasses of any pattern with either Crookes, Luxol, Flenzal, Amber, London Smoke, or Blue lenses are obtainable at very moderate prices from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians—the most competent manufacturing optical establishment in South China—located in 53, Queen's Road Central (opposite to the Singer Sewing Machine Company).—Adv. [10]

KING'S REGIMENT BOXING TOURNAMENT.

The King's Regiment Novices' Tournament opened at Murray Barracks last night, when twenty bouts were concluded. Whilst, of course, there was a large number of soldiers present very few civilians attended. The classes completed were light weights, welter weights, bantam weights and feather weights, whilst there was also a special ten rounds contest between Private McGuinness, of the King's and Lance-Corporal Crotty, of the King's. An interesting exhibition of service boxing and methods of refereeing was given by Lieutenant-Commander Douglas Hamilton, R.N., with the assistance of A. B. McBride, and Lance-Corporal Welman. The Lieutenant-Commander lectured the audience, while the men illustrated his remarks.

OFFICIALS.

Referee.—Lieut. Comdr. I. A. Douglas Hamilton, R.N. Lieut. C. J. Bailey, M.M., King's Regiment.

Judges.—Capt. E. C. Cross, King's Regiment, Lieut. R. H. Jones, D.S.O., M.C., King's Regiment, Lieut. A. Walsh, D.C.M., Royal Artillery, Lieut. G. J. Jones, King's Regiment.

Timekeeper.—R.S.M. C. Mitchell, M.O.—C.S.M. Rearden.

Committee.—Captain P. Pilkington, M.B.E., Lieut. C. J. Bailey, M.M., P.S.M. Mitchell, C.S.M. Rearden, C.Q.M.S. Ashton, Sergt. Bryan, and Sergt. Lyons.

Details of the bouts are as follows:—

NOVICES' LIGHT WEIGHTS.

PRIVATE PICKEN v. PRIVATE HUGHES.

Hughes was the heavier man, and won a very uninteresting bout with ease by a knock-out to the jaw in the first round. Picken was outclassed, and was helpless against the rushing methods of his opponent.

PTE. GOODWIN v. LCE-CORP. KNOWLES.

Both lads were willing, but the match chiefly consisted in hard hitting. Knowles' defence was weak, and Goodwin scored fast and freely gaining the verdict in an entertaining bout.

PTE. TAYLOR v. PTE. MANNING.

This bout was practically a farce, and Taylor put an end to the matter in the first round, sending Manning down for the count very quickly.

PTE. BEALEY v. LCE-CORP. WEST.

The bout went the whole way, West gaining the verdict. Both lads were game, and at times the boxing was quite good. West scored very freely towards the end, and broke through his opponent's guard with ease.

PTE. LOWE v. PTE. ABRAMS.

Low had considerably the advantage in height and reach, and used it well. This bout was one of the best in the class. Lowe did most of the attacking in the first two rounds, but in the third Abrams led all the time, and used a very dangerous left to considerable advantage. He thoroughly deserved the verdict.

NOVICES' BANTAM WEIGHTS.

PTE. SMITH v. PTE. HODGSON.

Hodgson finished his man in the second round. The bout was uninteresting, and the result not unexpected.

PTE. ILBURY v. PTE. HUGHES.

Ilbury retired in the second round with a damaged thumb. Hughes meted out a considerable amount of punishment to his man right the way through, however. He displayed very little science but his methods were effective.

PTE. JONES v. PTE. TYRE.

In the first round Jones was all over Tyre, but in the second matters were more even, and the pace was fairly good. Jones wanted a good deal of energy by careless placing, but the verdict was given to him, and deservedly so.

PTE. STACE v. PTE. BUSH.

The match was characterized by plenty of hard hitting and Bush retired in the second round. He took a good deal of punishment in the first round.

PTE. RODAWAY v. LCE-CORP. QUINN.

Rodaway was easily the superior boxer, and scored freely to the face throughout the first and second rounds. In the last encounter he sent home some telling punches to the body, and emerged an easy victor on points.

NOVICES' WELTER WEIGHTS.

PTE. HIGHTON v. PTE. HAYES.

The fight was fast and furious in the first two rounds, and both men had tired themselves when the third arrived. Early on in the third Hayes gave in exhausted.

LCE-CORP. HODDING v. PTE. OWENS.

The match opened rough and tumble fashion, and before the gong sounded for the conclusion of the first round, Owens retired.

PTE. WRIGHT v. PTE. BLUNDILL.

Pte. Wright was disqualified in the second round for covering.

PTE. SCOTT v. PTE. O'CONNOR.

The first round opened at high speed, with a swift exchange of blows. Both men went at it hammer and tongs, with the result that with the second round both were blown. Scott threw his hand in, and the verdict was given to O'Connor.

(Continued at foot of next column.)

A BROKEN AGREEMENT. EMPLOYER WHO TOOK UP POST WITH RIVAL FIRM.

SUMMARY COURT SEQUEL.

A case of interest to employers and employees of all nationalities in this Colony was argued before the Puisne Judge (Mr. Justice Gompertz), in the Summary Court yesterday.

The case was one in which an Indian assistant in a silk merchant's store was alleged to have broken his contract, and taken up service with a rival firm. His original employer, Mr. D. Chellaram, silk merchant, of Queen's Road Central, sued the man for \$83, the equivalent of 100 rupees, due as liquidating damages.

Mr. C. A. Russ appeared for the plaintiff, and Mr. F. G. Vaux for the defence.

Mr. Russ said the defendant was employed by the plaintiff as a salesman, and on January 25th, 1933, he entered into a contract with the plaintiff firm, in which he agreed to serve the firm as an assistant at the Victoria branch of the business for a year and a half, commencing January 8th, 1933, at a remuneration of 100 rupees per month. As the conclusion of his term of service he was to be granted a free passage to India. There was a clause in the agreement whereby defendant expressly agreed to pay to his employer 100 rupees as liquidating damages, if he should leave before his contract expired. Mr. Russ went on to state that on the 25th October last another employee of the firm broke his agreement, and before his term had expired left them and joined a rival firm. He had been sued, and judgment was obtained for the plaintiff. At about this time the defendant complained of being ill, and with the firm's permission, took a short trip to Canton for medical advice. His reason for going to Canton was, he said, because he was not satisfied with any doctor other than a German doctor. Early in November he went to the manager of the firm, and said he had to go to Canton for an operation. They agreed to let him go, and the manager told him not to be longer away than he could help. Before going he settled up all his debts with the firm. Time went on, he failed to return, and a month or so later, he was found serving behind the counter of Pritam & Co. in their shop at Canton—the same firm that the other employee had gone to. The plaintiff had thus been left two men short, and there had been a consequent falling off in the takings. Plaintiff instructed his solicitors to take action in the matter, and they wrote to defendant. He replied stating that his departure was agreed upon by both parties, and he could not understand why they should now trouble him.

Mr. F. G. Vaux submitted that there actually had been a mutual agreement between the parties that defendant should leave. Defendant was related to one of the Pritams and it was thought better that he should join that firm. If this were not the case, why had defendant been allowed to take away his luggage and his passport from the plaintiff's custody. His Honour expressed his belief in the plaintiff's story, however, and gave judgment accordingly, with costs.

Mr. F. G. Vaux submitted that there actually had been a mutual agreement between the parties that defendant should leave. Defendant was related to one of the Pritams and it was thought better that he should join that firm. If this were not the case, why had defendant been allowed to take away his luggage and his passport from the plaintiff's custody. His Honour expressed his belief in the plaintiff's story, however, and gave judgment accordingly, with costs.

NOVICES' FEATHER WEIGHTS.

PTE. JONES v. PTE. LORD.

This bout was short and sweet, Lord taking a knock-out to the chin within one minute of the start.

PTE. BYRNE v. PTE. TIERNY.

Both men fought cautiously in the first round, and when the gong went honours were even. In the second round Tierny obtained a slight lead. Byrne retired in the third round.

LCE-CORP. LAMONT v. PTE. JENKINS.

Lamont opened with a whirlwind attack, and a blow to the teeth caused Jenkins to retire within a few seconds of the commencement.

PTE. KINSHELLA v. PTE. GREENWOOD.

Greenwood was disqualified within a few seconds of the start for covering.

CORP. HOLME v. PTE. LOWE.

Holme had a big advantage in height and reach, and used it well. In the first round neither of the men appeared to be taking things very seriously, but they settled down in the second. The match went the whole way, and Holme was adjudged the victor on points.

PTE. WIND v. PTE. SWEETMAN.

Sweetman was knocked out in the first round. The fight was furious, while it lasted, but the pace was too hot to last. The last contest of the evening was a ten round bout between Pte. McGuinness, 133 lbs. of the 2nd Batta. King's, and Lce-Corpl. Crotty, 133 lbs. also of the King's. Crotty substituted A. B. Larier, of H.M.S. *Heuland*.

The first round saw Crotty on the defensive. McGuinness continued to lead in the second, when his opponent appeared to be suffering from nerves. Crotty's wind did not appear to be too good. In the third round Crotty was failing fast, and took a good deal of punishment. He retired before the gong went.

800 AMERICAN TOURISTS. TOUR OF THE "EMPRESS OF FRANCE."

The *Empress of France*, widely known as one of the finest and most luxurious express liners in the Canadian Pacific Atlantic Service, arrived in Hongkong yesterday at 11.15 time with 800 tourists on board. The vessel is on a cruise of 120 days around the world. She left New York on January 27th and came through the Panama Canal. She called at San Francisco, and then crossed the Pacific with a stop of twenty-seven hours at Honolulu. She called at Yokohama, Kobe and Nagasaki (via the Inland sea) and from Nagasaki came direct to Hongkong. The tourists remain here until Sunday, when they leave for Manila. From there they will proceed to Batavia, Singapore, Rangoon, Calcutta, Colombo, Bombay, and thence through the Suez Canal to Naples, Gibraltar, Havre and Southampton. The cruise terminates at Southampton, which port they expect to make by May 16th. From there they have the opportunity of returning home via Quebec on any one of the Canadian Pacific Atlantic liners. The tour has been arranged by Mr. F. C. Clark, the well-known American tourist agent. He is conducting the tour personally, and he is assisted by a staff of competent directors and chaperons. The cruise has been arranged at a remarkably low rate, the minimum fare being \$1,000 (American currency).

The bulk of the 800 cruisers are American, but there are also two Britishers and 13 Canadians. A number of well-known Americans are on board. These include: Major-General George Mayhew Moulton, Commander of the 2nd Division of American Troops during the Spanish-American War; Mr. John Henry Rodd, K.C., of Windsor, Ontario, leader of the Ontario Bar; Judge Franklin C. Platt, Judge of the Supreme Court of the State of Iowa; Mrs. Theodore N. Vail of Boston, widow of the late Thomas Theodore, Vice-President of the Western Union Telegraph Company and the Bell Telephone Company.

The arrangements for the tourists, so far as Hongkong and Canton are concerned, are in the hands of Mr. William Farmer of Canton, who in conjunction with Mr. Clark, has arranged a programme of sight-seeing on a lavish scale. One of the Star ferries has been chartered solely for the use of the tourists travelling between Hongkong and Kowloon. The s.s. *Kinsan* has also been chartered until Sunday to convey the sight-seers to "Canton and back," whilst the Kowloon-Canton Railway are taking 150 of them per day to and from Canton. Arrangements have also been made for the tourists to visit the Peak, to motor round the Island and into the New Territories. On Saturday night a special dance is to be held at Repulse Bay Hotel.

The s.s. *Empress of France* has had an excellent voyage out. With the exception of a few days, the party has been favoured with delightful weather. Socially the voyage has been a great success and whilst at sea everyone has had a very enjoyable time as well as at the various ports of call. Despite the large number carried there has been no overcrowding as the vessel had accommodation for 1,282 passengers. During the voyage a series of lectures and entertainments have been arranged and amongst other things a Travellers' Club and a Camera Club have been formed. The lectures are topical, treating of subjects relating to Japan, China and other Oriental countries.

Regarding the vessel herself, she is the last word in luxury and comfort and represents a very high standard of marine construction. She has 20 large imperial suites and *chambres-de-luxe*, together with a beautiful lounge, social hall, library, two smoking rooms, gymnasium, elevator and two spacious dining saloons. There is on board a well-appointed orchestra of musicians. She is 600 feet over all, has a beam of 72 feet and a maximum speed of nineteen knots. The *Empress of France* holds the record from Quebec to Liverpool of 5 days, 22 hours and 38 minutes. She is a coal burner. The fact that she was three hours overdue was explained by a statement, that the coal taken in Japan was not very suitable. Her gross tonnage is 12,451 tons.

The liner has a very interesting war record and a summary of her war services is contained on a brass plate prominently situated on "P" Deck. Prior to the war she was known as the s.s. *Albatross* of the Allan Line. When that line was taken over by the Canadian

(Continued at foot of next column.)

BANK EMPLOYEES SENTENCED.

SMALL AND INADEQUATE WAGES.

The Chief Justice (Sir William Ronald Davies), gave judgment yesterday morning in the Criminal Sessions case in which two employees of the Bank of China were indicted for the theft of valuable securities, totalling \$50,000. The case was put over at the commencement of last month's sessions in order that the prisoners might make some attempt to replace the money.

Mr. F. C. Jenkin, appearing on their behalf, said they had managed to replace \$27,000 worth of the stolen property, and that, together with the money found on them, made \$30,000 retrieved out of the total of \$50,000 stolen. They had got the money back from their relatives in the country.

Mr. Jenkin went on to say that another thing he would put before His Lordship as an extenuating circumstance was the extremely low wages the prisoners were paid by the Bank. The first, who was employed in the correspondence department of the bank, and had been so for the last seven or eight years, was receiving \$30 per month. The other prisoner was employed in the cashier's department for nearly eight years, and received only \$14 per month, which was practically, coolie pay, considering the responsibility of the job. He had large sums of money pass through his hands, and the temptation of this \$50,000 to men so poorly paid had proved too great.

His Lordship told the prisoners that they had grossly abused their positions of trust, and had defrauded their employers of a considerable sum of money. They had certainly done their best to retrieve that sum, but it had to be borne in mind that had they never been arrested the Bank would never have recovered a cent. Though it was not for the Court to dictate to employers what wages they should pay for their service, he thought he was justified in saying that, having regard to the very responsible duties the prisoners were called upon to undertake, their wages were singularly small and inadequate. He reminded the prisoners that merchants had to be protected from this kind of fraud, and that they were liable to fourteen years' hard labour. Having regard to the circumstances, however, he would sentence them to three years' hard labour each.

INFLUENZA GERM ISOLATED. AMERICAN ACHIEVEMENT.

The influenza germ has been isolated by two bacteriologists of the Rockefeller Institute for Medical Research, New York, Drs. Frederic K. T. Gates and Peter Olitsky.

The germ is described as being so small that it can pass through the pores of an earthenware filter, and must be magnified a thousand times to be barely perceptible. So far as is known now it is to be found only in cases of epidemic influenza and in the first thirty-six hours of the disease, and is domiciled in the nose and throat.

The bacteriologists in their investigation utilized the principles for cultivating disease germs outside the bodies of men and animals worked out ten years ago at the Institute by Drs. Theobald Smith and Noguchi.

A cure for the disease has not yet been found, but the New York State Department of Health is confident that it is now in sight.

Lieut. Olitsky is the expert who visited Hongkong during the cerebro-spinal fever epidemic and made a report to the Government.—*Ed., H.D.P.*

Pacific the vessel was refitted throughout and re-christened *Empress of France*. The Plate bears the following inscription:

"S.S. 'ALBATROSS'".
This vessel, during the Great War, was flagship of the patrol between the Shetlands and Iceland, and intercepted 15,000 ships, escorted convoys numbering from 14 to 32 ships to and from America on many occasions; was armed with eight 6 in. guns and two twelve-pounder anti-aircraft guns; steamed while in war commission, 258,740 knots and consumed 170,570 tons of coal.

The vessel was re-conditioned by W. Beardmore & Co., Ltd., Dalmuir and is now known as the

"EMPRESS OF FRANCE".
Underside the plate are the signed photographs of the three Admirals who commanded the 10th Cruiser Squadron of which the *Albatross* was the flagship. Their names are: Admiral Sir Dudley de Chair, K.C.B.; M.V.O. Admiral Sir Reginald Tupper, K.C.B.; G.V.O. and Rear-Admiral C.W. Keightley, Pouch.

The crew of the *Empress of France* is entirely British and numbers 600. The vessel is commanded by Capt. E. Griffiths, R.N.R.

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EGYPT'S ANTIQUITIES.

KING'S FUNERAL CHARIOT.

SHEATHED IN GOLD

Luxor, February 3rd.

One of the most splendid treasures ever found in the tombs of Egypt's ancient kings was brought back to the light of day this morning when, shortly after noon, the body of one of Tutankhamen's funeral chariots was taken out of the Royal Mausoleum. It was the main part of the body, the dashboard so to speak, sheathed in heavy sheets of pure gold, elaborately chiselled in relief, and set with intricate designs of semi-precious stones. In the centre of the dashboard the royal vulture, with elegant outspread wings of victory—the symbol of hope of future glory and happiness found in all funeral furnishings of the Pharaohs—is depicted, and all around are innumerable inscriptions, figures, and sacred emblems. Set between the bars on which the reins would rest is a procession of little gold figures, each cut in silhouette, apparently of solid gold. On either side of the elegantly curved dashboard are large round lozenges bleached with age in the centre—but yet showing through their discoloration the red sheen of cornelians on one side and the blue gleam of turquoises on the other with which they are set. These lozenges represent sacred eyes to bring luck to the dead king on his weary pilgrimage through the underworld to Osiris in the realms of light. Malachite, lapis lazuli, cornelian, and turquoise are lavishly used in the decoration of the chariot, the gold of which gleams with almost pristine freshness. Round the lower part of the frame runs a narrow band of brilliant blue—a line of exquisite inlaid work in turquoises. The richness of the decoration and the beauty of the work caused a gasp of astonishment from the crowd of spectators who, awestruck, watched the treasure emerge from the tomb.

Lord Carnarvon affirms that the "Ushabti" or small image of King Tutankhamen which was taken out of the tomb yesterday is probably the finest piece, from the antiquarian standpoint, that the sepulchre contains. The "Ushabti," or "Answerer," showing the defunct monarch in the guise of Osiris was usually placed on royal tombs to replace the human sacrifice which marked the funeral celebrations of earlier times. Formerly slaves were killed to accompany the Pharaoh to the underworld, but ultimately the "Ushabti," with a suitable inscription, was designed to take their place. The "Ushabti" usually bears an inscription stating that the image is prepared to do any work imposed on it.

The exquisite "coffer shrine," as the excavators call it, covered with heavy gold plate, which was also removed from the tomb yesterday, was probably designed to contain the King's jewellery. But, alas! the shrine was empty when the tomb was opened by Mr. Howard Carter, for the thieves of the 18th dynasty had not overlooked this obvious receptacle of treasure. It is greatly regretted that the King's purse was not found, as it is believed that there is only one example known to exist.

AN ALADDIN'S CAVE.

Like Aladdin's cave, piled high with treasures, the "laboratory of the tomb," where the chemist, Mr. Lucas, is depulverizing and giving preservative treatment to Tutankhamen's funerary furniture, is now all but full. The choicest and most impressive of the gleaming from the outer chamber of the tomb, is undoubtedly the Royal chair, thick with gold leaf and adorned with exquisite rignettes of the dead King making an offering to Osiris—the traditional motive of pictorial decoration of the tombs of the Pharaohs—and various figures picked out in a variety of precious and semi-precious stones. Unfortunately the chair is rather badly damaged. Among the smaller objects of personal adornment are two magnificent scarabs, the one in amethyst and the other in cornelian, which both artistically and archeologically are very highly esteemed.—Daily Telegraph.

EXQUISITE JEWELLERY.

Luxor, February 4th.

Apart from these loads of dust, the only thing taken out of the tomb to-day was a tray of jewellery of various small articles, including three beautiful arm-bands of hammered gold set with malachite and a palm fan with handle set with malachite. The King's throne, lavishly encrusted with precious stones, which is the pride of the laboratory tomb, has already regained much of its pristine splendour under the skilful treatment of Mr. Lucas and his assistants. Its exquisite line and brilliant colouring excite the admiration of all who have seen it. Mr. Lucas states that there are many months' work on it yet.

Another beautiful piece in the laboratory tomb is a large, solid gold scarab still attached to one of the Royal garments. The King's robe is a red-brown with age, and will require the most careful chemical treatment before it can be lifted from the box in which it was removed from the tomb.—Reuter.

EGYPTIAN FASHIONS IN PARIS.

The recent discoveries in the Valley of the King's are to have a marked effect on Paris fashions.

The Egyptian style is particularly noticeable in the dress exhibitions which are now being held almost daily round about the Rue de la Paix. Many of the robes resemble the dresses depicted on the frescoes which illustrated la vie élégante of thousands of years ago. There is a warmth of colour and wealth of gold that particularly strike the visitor to the salons de la mode. The names suggest the work of Lord Carnarvon and Mr. Howard Carter. There are the robe Rameses, the cape Semiramis, the afternoon frock Soubire du Nil, and an evening gown which is named Nuit des Pharaons. The line of the dresses clings tightly to the form, and long sleeves end in a vapoury volant. There are apron-like effects and rich embroideries. There is, therefore, little doubt that the tomb of Tutankhamen will this season inspire the modern mode.—Times.

It is officially announced that the marriage of the Duke of York with Lady Elizabeth Bowes-Lyon will place at Westminster Abbey, on Thursday, April 20th.

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The ELTO Motor can be easily attached to the stern of any small craft, converting it at once into the finest motor boat—built and designed by Mr. Ole Elton—the master and pioneer in boat motor construction. Made of the highest quality materials, its durability and speed have been proven by the constant use of thousands of satisfied owners and by the many victories attained in speed contests throughout the world.

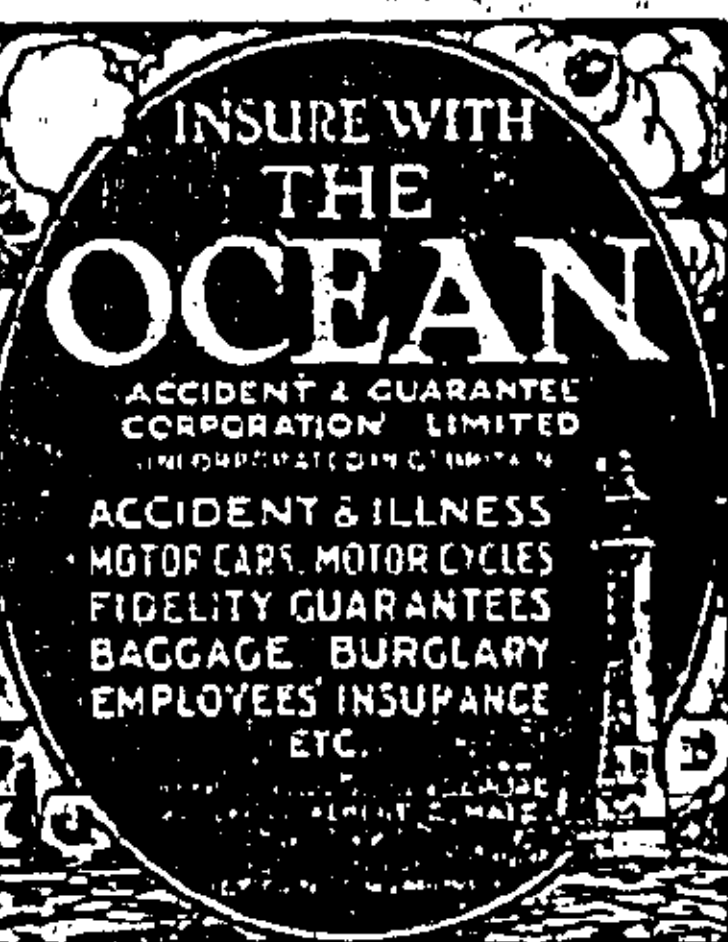
Principal Features

Weight, 22 lbs., 3 H. P. Underwater exhaust. Weirless construction of propeller. Instantaneous starting. Automatic lifting when starting obstructions. Smooth and quiet running. Steering from any part of the boat.

AGENTS EVERYWHERE are aware of the constant demand for this wonderful motor and we invite correspondence from reliable business firms to represent us, liberal rates conditions and commissions.

Elto Outboard Motor Co.

Manufacturers: Elton, Wis. Dept. K
Milwaukee, Wisconsin, U. S. A.
Cable address: "ELTO Milwaukee"

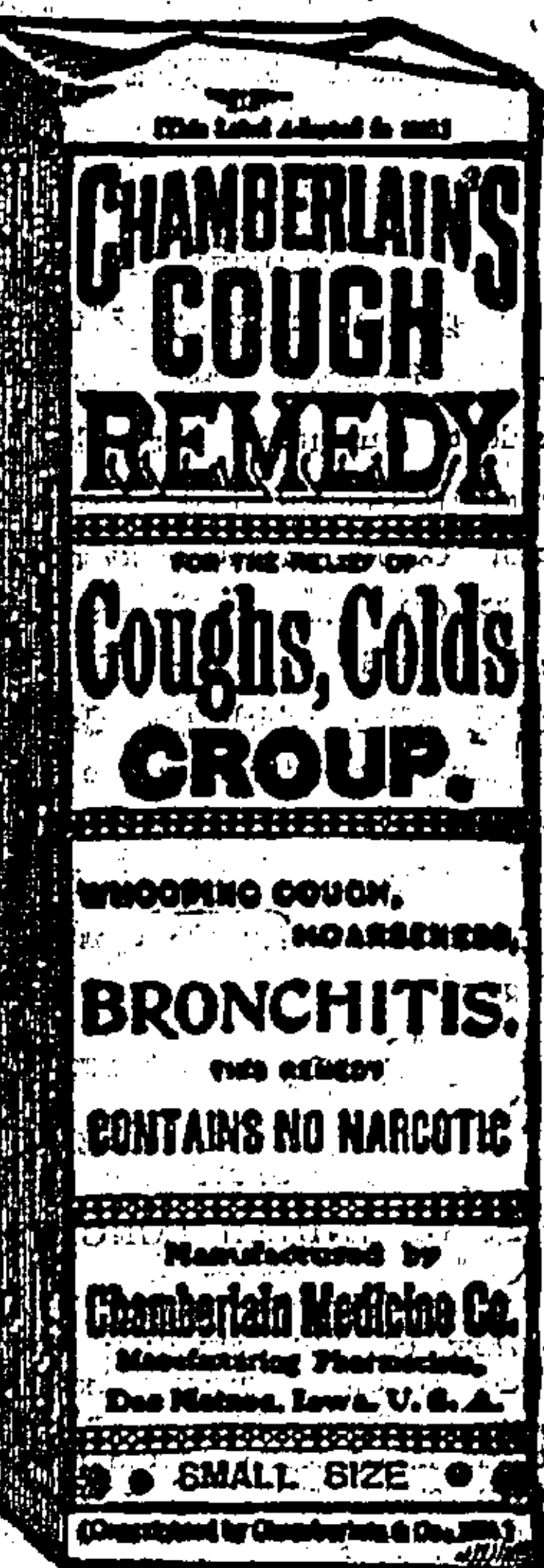


SHANGHAI OFFICE: 64, PEKING ROAD.

AGENTS for Hongkong and South China

DODWELL & CO., LTD.

Telephone 1090. 2, QUEEN'S BLDG.



WORLD THEATRE

WEDNESDAY 14th to SATURDAY, 17th,
at 5.15 and 9.15 p.m.

HODKINSON'S SPECIAL PICTURE

THE "BREAKING POINT"

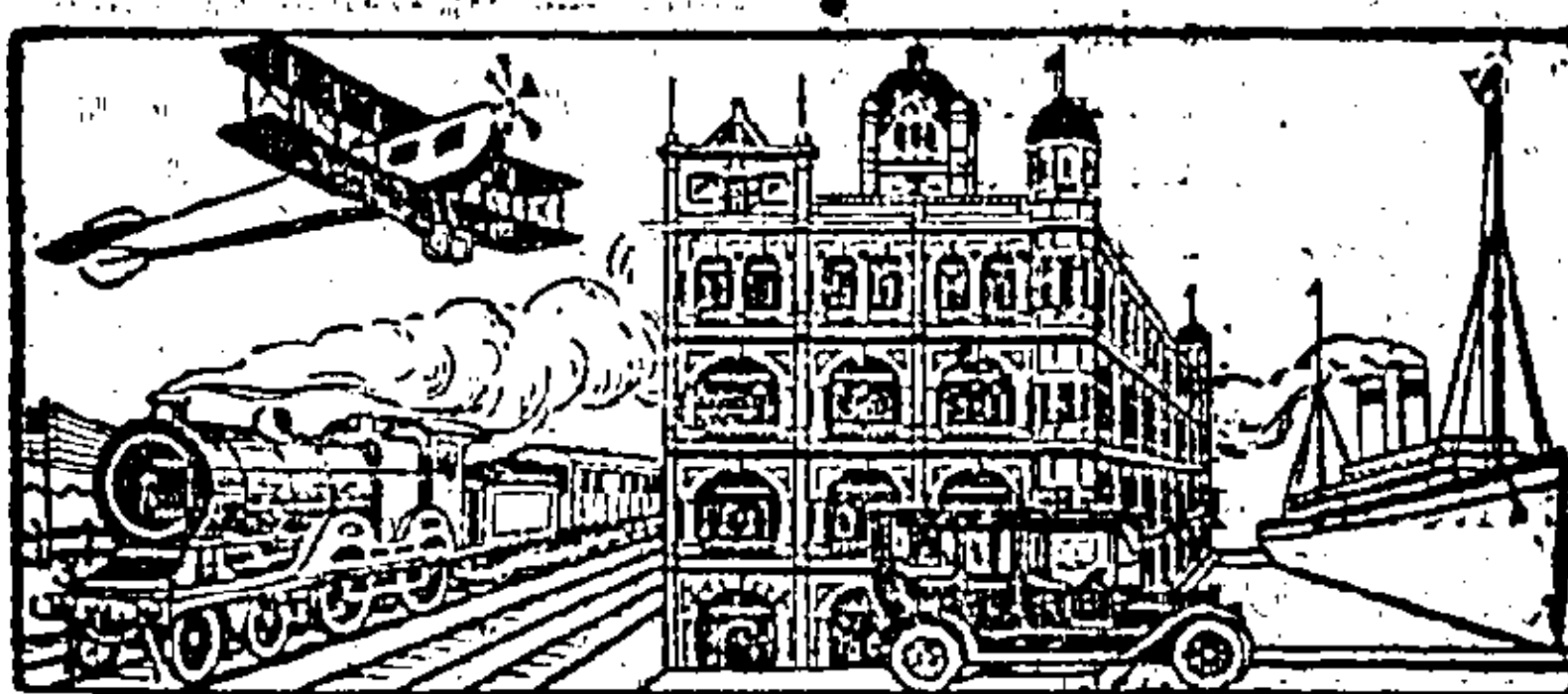
starring

BESSIE BARRISCALE

2.30 & 7.15 p.m.

FRIDAY to MONDAY—

"WHITE EAGLE" 9 & 10.



FIRST QUALITY

English Varnishes

FOR

HOUSES, SALOONS OF SHIPS, RAILWAY COACHES,

MOTOR CARS, FURNITURE, LOCOMOTIVES, etc., etc.

MANUFACTURED BY THE

Oldest Firm of Varnish Makers in the World.

FULL STOCKS at our HONGKONG BRANCH



Wilkinson, Heywood & Clark, Ltd.,
(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

"PHILIPS"

A PHILIPS LAMP

IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co.
Hong Kong

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor are its marvelous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheumatism, psoriasis, Dermatitis, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdowns and Chronic Weakness.

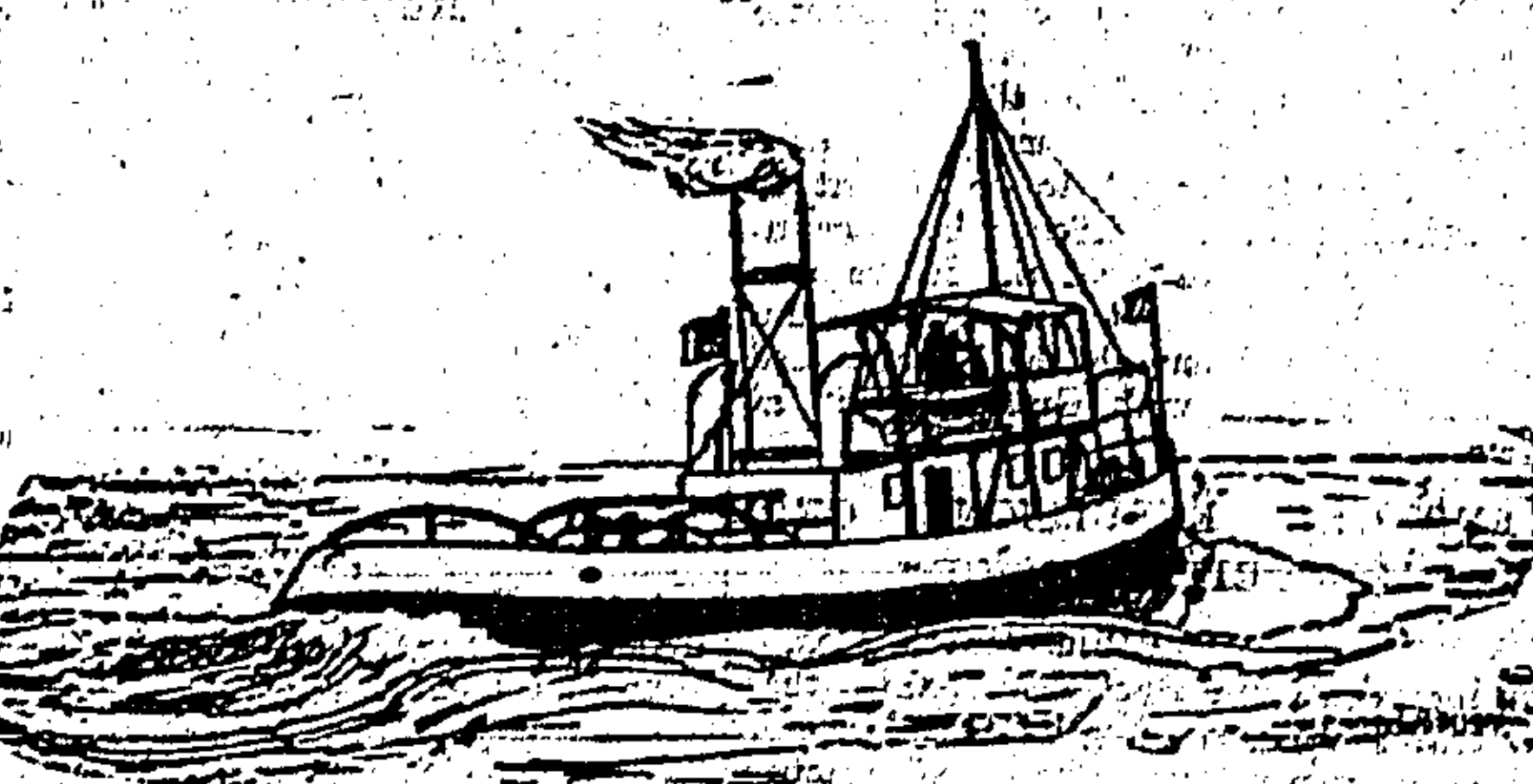
VETARZO REGULATORS. See and Believe.

English Price 2/- (either remedy). THE VETARZO REMEDIES CO., Gospel Oak, N.W. 4, London, Eng. Dispensaries Dealers will try to sell you something else for extra profit—do not accept it! Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CASH CHEMISTS.

W. S. BAILEY & CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

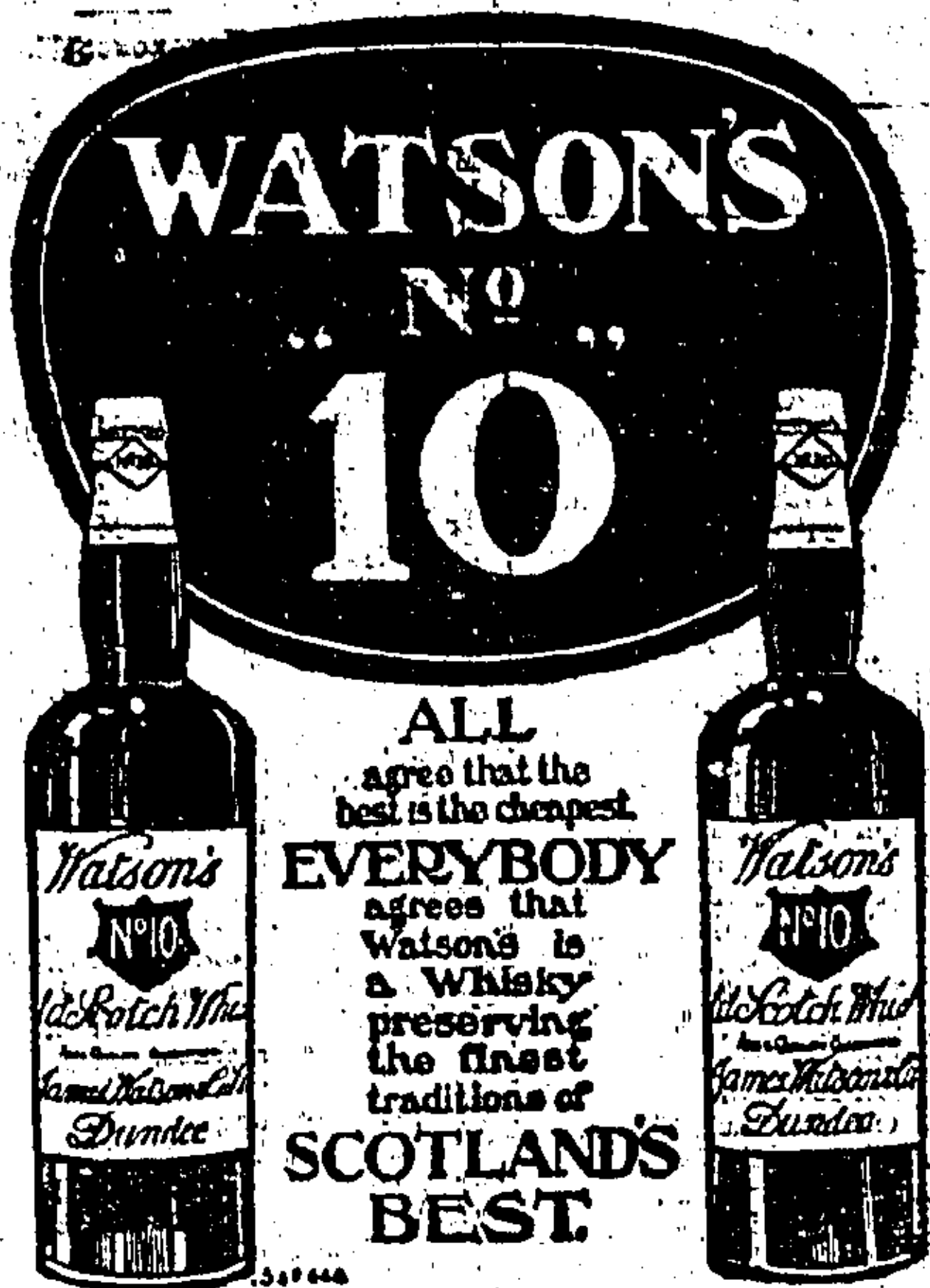
builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-export abroad.



ON-YARD TUG BOAT "JON" BUILT BY W. S. BAILEY & CO., LTD.

Boiler Makers, Founders and Constructional Engineers and Repairers

DONNELLY



SOLE AGENTS.

WHYTE

THE SOUL OF A BANANA

CURIOUS CUSTOMS OF THE PAPUANS.

"The soul of a banana" is a quaint theme to find in the pages of a solemn-looking Government publication. It is only one of many interesting subjects treated in the Annual Report of the Territory of Papua, which has just been issued by the Australian Government.

"Devaisi," the soul of the banana—is a belief of the Koiaput tribes of the Central Division. The banana is one of the staple foods of the Papuans, and Devaisi receives most punctilious worship. Before the garden is cultivated the family join together to propitiate Devaisi, the over-protective "Devaisi" they say, "we wish to make our garden, and we supplicate you to make it a success and bear much fruit."

After the feast the soil is tilled and the banana plants, handled carefully, and gently, planted. Devaisi is pleased and says, "My father looks after me well and is kind and good to me, and I will grow and produce much food for him."

Bad handling involves punishment. Devaisi never dies, but when the banana plant, the body of Devaisi, is killed by being cut down, the soul transmigrates to a new banana shoot of the deceased parent stalk. But this transmigration only takes place if the parent stalk has been kindly treated. Should Devaisi be dissatisfied he migrates to another garden.

DISPERSING THE STORM.

Of much more dramatic character is the practice of the Motu tribe who battle with the fierce "Gubas"—the gales which precede the setting-in of the north-west winds.

The "Guba" appears in the north-west as a huge bank of clouds which moves with terrible swiftness towards the village. To quell the storm an old man carrying a coconut-leaf torch ready for lighting, a fire-stick, a knife, and a small parcel of powdered cinnamon, goes forth from his house.

With raised hands he makes movements as if to push the storm aside. As these efforts fail he takes the cinnamon, fills his mouth with it, and spits it at the storm. This having failed, he lights his torch, which he brandishes at the "Guba," chanting the while an incantation. Finally he grasps his knife and awaits the bursting of the tempest. The old man strikes out, stabbing and chanting his defiance.

He is conquered and he knows it. His fellow-villagers, who had watched the encounter from the "hopes," now rally to fight, and with all kinds of weapons to battle with the "Guba," cutting with tomahawks, stabbing with spears and knife, hurling stones at the foe, and brandishing torches and beating drums. The "Guba" passes on, often leaving ruin and wreckage in its wake.

AN AEROPLANE DANCE.

The report contains descriptions of an "aeroplane dance," led by a native who carried a toy monoplane, bought at Thursday Island, and of performers imitating the symptoms made so tragically familiar during the epidemic of Spanish influenza which swept the South Seas in 1919. There are enthralling accounts of punitive expeditions into unknown regions and up uncharted rivers, told with the unassuming simplicity of the men who look on such things as all in the day's work.

Sandwiched between the pages of a fascinating record of strange languages, strange feasts, and strange superstitions are the statistics for the year. They do not make quite such pleasant reading. It has been a bad year for Papua. The fall in the prices of copra and rubber has brought financial distress, and the Lieutenant-Governor (Judge Murray) says "had it not been for the generosity of the Commonwealth it is increasing the subsidy from £30,000 to £40,000 we should have been in serious financial difficulties."

There is a most interesting section on the anthropology of Papua written by Dr. W. M. Storer.

Even the strictly official section of the report has its picturesque side. From a description of the valuable work carried out by the members of the Rockefeller Institute in combating hookworm and malaria, it turns to a vivid picture of a fever-stricken native lying on his back while the tribal doctors squeezed his stomach, their consultants beat drums and sang loud chants, and an old woman blew into the patient's ears "to drive the demon away." In spite of all this, the patient appears to have made a good recovery.

AN INDIAN MERCANTILE MARINE.

A committee, composed of Captain Headlam, of the Indian Marine, Mr. Arthur Froom, and Mr. Lalubhai Samaldas, of Bombay, Mr. Jadunathroy, of the Bengal National Chamber of Commerce, and Mr. John Biles, of the India Office, has been appointed to consider what measures may be usefully taken for the recruitment of Indians as officers of engineers and of Royal Indian Marine; the establishment of a nautical college in Indian waters ensuring the training of Indian apprentices and the encouragement of Indian shipbuilding and the growth of an Indian mercantile marine by a system of bounties and subsidies as in Japan; the acquisition of training ships; and the construction of dockyards and engineering workshops in ports.

In connection with the taking over of Cox's Bank by Lloyd's Bank it is announced that Lloyd's will make every effort to retain as far as possible the personal touch with the clients which characterized Cox's. Sir Seymour King and five others will retain directorships. The accounts take over total £18,000,000 per annum.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

Address	From
Dishin	Yagami
Imbert (S)	Paris
Harlin	Kobe
Gibbins	Shanghai
Kubing Kwangloo	Shanghai
Ayung	Hankow
Mayewing, Monkar Lane	Dairen
Rockmow	Shanghai
Uwang Yiah, 64A, Bonhamth, Clermont	Shanghai
1233	Shanghai
Mahlinkong, c/o Pehreitzang	Shanghai
Nampohong	Shanghai

The following is a list of unclaimed telegrams lying in the Eastern Extension Australasia and China Telegraph Company's office at Hongkong:

Address	From
1158/10th	Benett Swire
6687/8th	Esomsee
8421/15th	Humphreys, Wyndham
16687/7th	Hotel
	Shanghai
	Bangkok

WEATHER REPORT.

Mar. 15th at 12.12.—Pressure has increased considerably over N.E. Japan and slightly from the Philippines to Shanghai and S.W. Japan. It has decreased slightly over Tongking.

The anticyclone is moving into the Pacific. Another appears to have formed over China. Strong to fresh monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. 15th Mar., 0.61 inch. Total since January 1st, 0.57 inches, against an average of 4.24 inches.

The forecast for the 24 hours ending at noon, 16th Mar., is as follows:

Hongkong to Gap Rock

Forecast
N.E. winds, strong; moderating; overcast; occasional drizzle.

Formosa Channel ... The same as No. 1.

South coast of China between Hongkong and Lintock ... The same as No. 1.

South coast of China between Hongkong and Hainan ... The same as No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 15th.

Previous 24 hours	Day	At 3 p.m.	At 6 p.m.	At 9 p.m.
Barometer ...	29.93	30.03	30.04	
Temperature ...	68	69	63	
Humidity ...	78	91	85	
Wind Direction ...	E	E	E	
Force ...	2	1	0	
Weather ...	0	0	0	
Rain ...	0.01	0.00	0.01	

Highest open-air temperature on 15th ... 69

Lowest open-air temperature on 15th ... 61

HONGKONG TIDE TABLE.

From Mar. 16th to Mar. 22nd, 1923.

Days of Week	Days of Month	High Water		Low Water	
		Time	Height	Time	Height
Fri	16	9 34	5 1	3 7	1 5
Sat	17	9 18	5 2	3 49	2 1
Sun	18	9 03	5 3	3 32	1 5
Mon	19	8 47	5 4	3 15	1 7
Tue	20	8 31	5 5	2 58	1 9
Wed	21	8 15	6 0	2 41	1 1
Thur	22	7 59	6 1	2 24	1 3

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILLINGS SUBJECT TO ALTERATION.

ANTUNG via SWATOW ... Friday, 16th Mar., 10 a.m.

MANILA ... Friday, 16th Mar., 3 p.m.

STRAITS & CALCUTTA ... Friday, 16th Mar., 18th Mar., Noon.

KORE via YOKOHAMA ... Monday, 19th Mar., Noon.

TRINGTAD via SWATOW ... Tuesday, 20th Mar., 10 a.m.

SHANGHAI ... Tuesday, 20th Mar., 10 a.m.

BANGKOK via SWATOW ... Tuesday, 20th Mar., 10 a.m.

SHANGHAI via SWATOW ... Wednesday, 21st Mar., Noon.

TIENSIN ... Wednesday, 21st Mar., 3 p.m.

SANDAKAN ... Thursday, 22nd Mar., 10 a.m.

SHANGHAI via SWATOW ... Thursday, 22nd Mar., 10 a.m.

HAIPHONG via HOIHOW ... Friday, 23rd Mar., 4 p.m.

KORE ... Friday, 23rd Mar., 10 a.m.

BANGKOK via HOIHOW ... Saturday, 24th Mar., 3 p.m.

STRAITS & CALCUTTA ... Friday, 24th Mar., 3 p.m.

CALCUTTA LINE—This line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, Penang and Singapore, calling at Shanghai, and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when latest news from the North is obtained.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 5,000 tons steamers, "BIRANG" and "MAUSANG" both steamers of having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Data.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weiboef and Changhai.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "HOSANG" will be despatched on or about Friday, 16th March, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE: Central No. 215.

GLEN AND SHIRE

Joint Service of STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE

OUTWARDS.

Vessel	Due Hongkong
"GLENARIFFE"	29th Mar.
"GLENGLUE"	23rd Apr.
"GLENAMOY"	23rd April

HOMEWARDS.

Vessel	Leave Hongkong
"GLENARIFFE"	19th Mar. Genoa, London, Antwerp, Rotterdam & Hamburg.
"GLENGLUE"	10th April, Genoa, London, Rotterdam & Hamburg.
"GLENAMOY"	20th April, London, Hull, Rotterdam and Hamburg.

Movements are subject to change without notice. For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,
The Glen Line, Ltd., AGENTS.

Telephone: Central No. 215 sub-ex. 23 and Central 366.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKEMBANG	JAVA	In port 17th Mar.	22nd Mar.	S'WAL & NORTH CHINA
TJILATJAP	JAVA	17th Mar.	22nd Mar.	BALIKPAPAN, MAKASSAR, SOERABAYA
TJIKINI	JAPAN	18th Mar.	23rd Mar.	BATAVIA via BANGKA & BILLITON.
ARAKAN	PACIFIC COAST	19th Mar.	2nd April	BATAVIA
TJIMANOEK	NORTH CHINA			

Wireless Telegraphy. The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a daily qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia. For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.



VEREENIGDE NEDERLANDSCHE SCHEEPVAARTMAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between JAPAN, PORTS, SHANGHAI, HONGKONG AND MANILA

AMERICAN, ROTTERDAM, HAMBURG AND BREMEN

Sailings, subject to alterations.

Arrivals from Europe.

SS. "BANKA"	about 31st March.
SS. "OOSTERK"	about 22nd April.
SS. "OUDERKERK"	about 25th May.

Sailings to Europe.

Steamers	For	Sailing on or about
"SAPAROE"	Rotterdam, Amsterdam, Hamburg & Bremen	30th Mar.
"BANKA"	Amsterdam, Rotterdam, Hamburg & Bremen	30th Apr.

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

York Buildings.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M/S. "AFRIKA"

will be loading for GENOA, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN and other SCANDINAVIAN PORTS, about 30th March

Further Sailings	Expected on or about	Will leave for above ports on or about
M/S. "Indien"	30th March	24th April
M/S. "Chile"	15th April	6th May
M/S. "Kina"	15th April	17th May
M/S. "Malaya"	28th April	1st June
M/S. "Bolivia"	16th May	20th June
M/S. "Panama"	4th June	8th July
M/S. "Australien"	1st July	7th August

Subject to change without notice.

For further particulars please apply to—

JOHN MANNERS & CO., LTD.

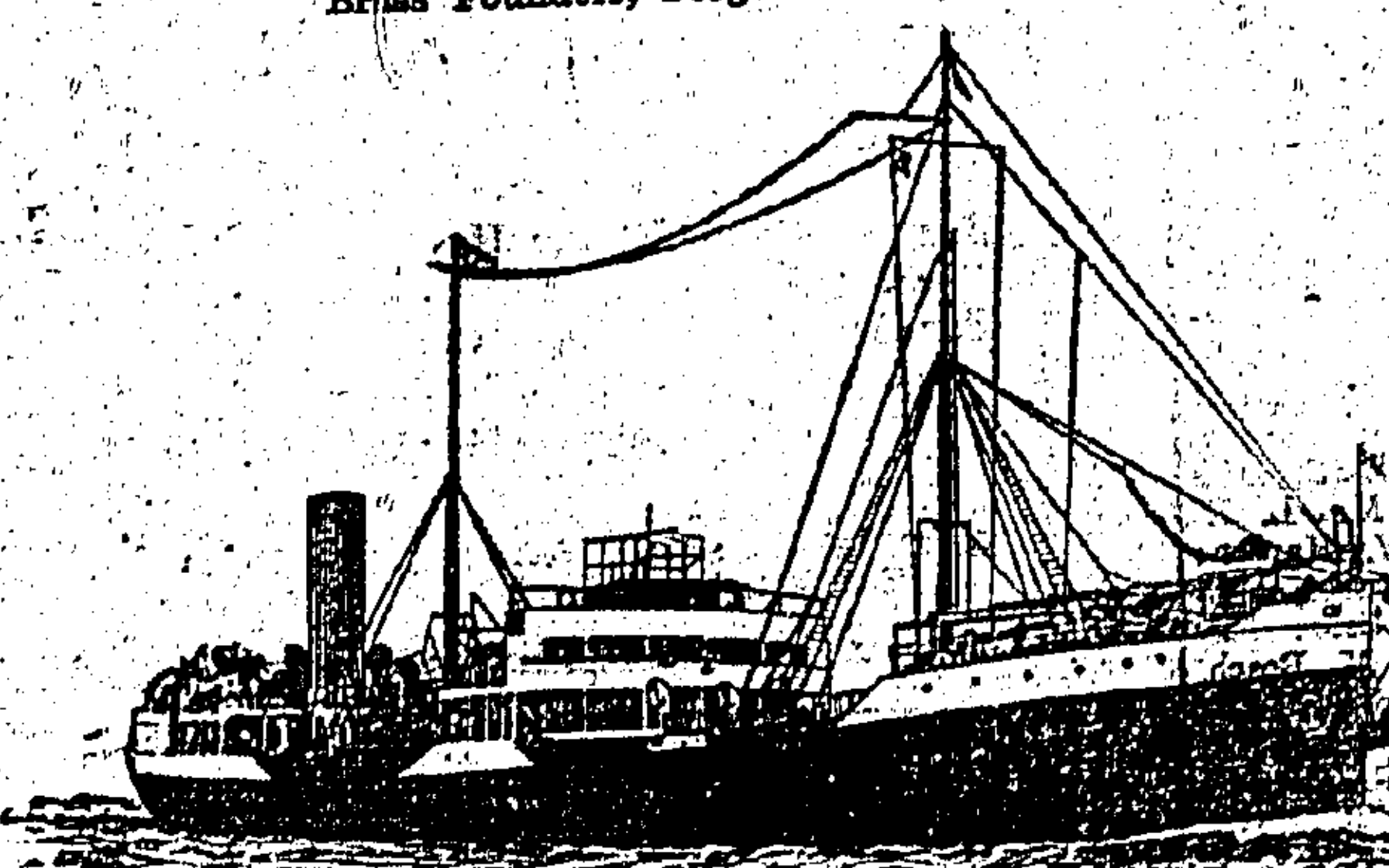
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

CORPS USED: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

4270 x 521 x 32' x 8,400 tons d.w. x 8100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, HONGKONG.

"ELLERMAN LINE"

ELLERMAN & BUCKNALL S.S. CO., LTD.

UNITED KINGDOM & CONTINENTAL SERVICE.

OUTWARDS.

HOMEWARDS.

S.S. "CITY OF SIMLA" ... 24th March ... Marseilles/London & Hamburg.

PASSENGER SERVICE.

S.S. "CITY OF SIMLA" ... 24th March ... Marseilles, London & Hamburg.
S.S. "CITY OF POONA" ... 28th April ... Marseilles, London & Hamburg.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.
SHESS & CO., CANTON (Tel. Central 7807) (10)**BOSTON AND NEW YORK**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "CITY OF LINCOLN" ... via Suez Canal ... 25th March.
S.S. "EUBYATES" ... via Suez Canal ... 5th April.
S.S. "IXION" ... via Suez Canal ... 15th April.
S.S. "KARONGA" ... via Suez Canal ... 25th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—
BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG.
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. SHESS & CO., CANTON. (17)**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hkgs. and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AVAT LE RIDEAU	18th March
PORTER	2nd April
ARMAND BEHIC	17th April
PAULLEAT	1st May
ANDRE LEBON	15th May
AMBOISE	29th May
CORDILLERE	12th June

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) ... \$120.00. Od.
B CLASS (1st Class) ... \$110.00. Od.
Through Tickets to London and Landing Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. "C. M. MAILHOL" loading for PORT-SAID, VALENCIA, BORDEAUX, HAVRE, ANTWERP & DUNKIRK, about middle April.

MESSAGERIES MARITIMES CO.

Telephone: Central 740.
CONSIGNATION—TRANSHIP—REPRESENTATION.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOSHOW

(AND RETURN)

(Occupying 9 of 10 Days)

HAIHONG ... Capt. W. C. Passmore ... Friday, 16th Mar., at 1 p.m.
HAIPOONG ... Capt. Mills Walker ... Tuesday, 20th Mar., at 1 p.m.
HAIHONG ... Capt. J. S. Thomson ... Friday, 23rd Mar., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blakely Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers. (18)**JAPAN COAL**

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHoji KAISHA**

MITSUBISHI TRADING CO., LTD.

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, ORISSA, INDIA, PERSIAN GULF, WEST INDIES.
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"JEYPORE"	5,318	22nd Mar.	Singapore & Bombay.
"KAFEMIR"	2,800	21st Mar., 4 p.m.	Marseilles, London & Antwerp.
"ROUDAN"	2,700	22nd Mar.	Spore, Penang, Colombo & Bombay.
"DONGOLA"	2,700	23rd Mar.	Marseilles, London & Antwerp.
"NAGPORE"	2,923	4th Apr.	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	18th Apr.	Marseilles, London & Antwerp.
"STOILIA"	2,700	27th Apr.	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	2nd May	Marseilles, London & Antwerp.
"KAFEMIR"	2,700	16th May	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	23rd May	Marseilles, London & Antwerp.
"KAFEMIR"	2,700	30th May	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	6th June	Marseilles, London & Antwerp.
"KAFEMIR"	2,700	13th June	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	20th June	Marseilles, London & Antwerp.
"KAFEMIR"	2,700	27th June	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	4th July	Marseilles, London & Antwerp.
"KAFEMIR"	2,700	11th July	Spore, Penang, Colombo & Bombay.
"KAFEMIR"	2,700	18th July	Marseilles, London & Antwerp.
"KAFEMIR"	2,700	25th July	Spore, Penang, Colombo & Bombay.

BRITISH INDIA - APCAR. SAILINGS

"TANDA"	6,058	3rd Apr.	Calcutta via Singapore & Penang
"JANUS"	4,824	8th Apr.	Singapore, Penang & Calcutta.
"JAPAN"	6,000	11th Apr.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	7th Apr.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILING TO SHANGHAI & JAPAN

"ROUDAN"	2,700	17th Mar., Noon	Shanghai.
"JAPAN"	6,000	18th Mar.	Moji & Kobe.
"KAFEMIR"	2,923	24th Mar.	Shanghai, Moji, Kobe & Yokohama.
"TAKADA"	6,949	25th Mar.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must declare their own Hotel expenses at Singapore while awaiting the ship.
First Class Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the service of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Passes for Messing not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to 10 p.m. on the day previous to sailing.
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Monthly direct service via Singapore and Port Said."PARIS MARU" (Taking Passengers) ... Saturday, 7th April.
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SWATOW & SHANGHAI	"SUNNING"	On 16th Mar., Noon.
SHANGHAI & TIENTSIN	"SOOCHOW"	On 16th Mar., D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HANYANG"	On 18th Mar., 4 p.m.
SWATOW, SHANGHAI & PUKOW	"LUCHOW"	On 20th Mar., Noon.
SWATOW & BANGKOK	"KIANGSU"	On 20th Mar., 4 p.m.
CHEFOO & NEWCHWANG	"HOANG"	On 20th Mar., 4 p.m.
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